



THE **Columbia**

BEVEL GEAR

IS A MARVEL

Chainless

No chain to clean, clog or break. Dust proof and can be ridden rain or shine; needs oiling only once a year. Has the best coaster brake. Five years' guarantee. Finest equipment of any bicycle. Your choice of tires, gear, saddle and pedals.

E. O. HALL & SON,
LIMITED.
SOLE AGENTS

Corner Shoe Store!

NETTLETON'S SHOES

FOR MEN.

Superior to Johnson & Murphy's, Banister, Hanan, and all other Footwear.

AT THE LOWEST POSSIBLE PRICE.

L. B. KERR & CO., Ltd.

Fort and Hotel Streets.

The Kash Co., Ltd.

Fifteen Dollar Suits

And the price does not hint at their value. Other warm-weather wearables are crying for room; our way of asking you to supply it: this is on account of the large stock recently purchased in the eastern markets.

Suits that Suit

We have just received a fine line of White Flannel and Serges, Tennis and Outing Suits. Look in at either of our stores, they will make your mouth water.

The Kash Co., Ltd.

Waverley Block, 23-27 Hotel Street, and corner Hotel and Fort Streets.

SHREVE & CO., San Francisco.

TO FACILITATE TRADE with the Hawaiian Islands, will deliver all goods purchased or ordered of them, FREE OF ALL CHARGES, FOR TRANSPORTATION to Honolulu, or returning same to San Francisco. Goods will be sent on selection to those known to the firm, or who will furnish satisfactory references in San Francisco.

JEWELERS, GOLD AND SILVERWARE MANUFACTURERS

MARKET AND POST STREETS, SAN FRANCISCO. Illustrated catalogue and prices furnished upon receipt of request. We have the largest manufactory of Jewelry and Silverware west of New York city, and are prepared to furnish special designs.

There is Hardly a Spot
In the Civilized World

WHERE

**"Canadian Club"
Whisky**

Is not enjoyed because of its fragrant aroma and delicate and unmistakable flavor. Its remarkable blending qualities make it especially delicious in Cocktails, Highballs, or in any Mixed Drink in which Whisky is used.

Read the Advertiser.

75 Cents a Month.

HAWAIIAN MARITIME HISTORY.

Brief Sketch of Noted Vessels and Commanders
In Development of the Coasting Service
of the Hawaiian Islands.

(Conclusion.)

(From Thrums' Annual.)

NOTED COASTERS.

The schooner "S. S." of 57 tons, is entered in the list referred to as Thomas King's, and was one of the noted and favorite vessels of her days. She was formerly named the Mary, built in Java, coming here, we believe, from China and for quite a period did foreign service between Honolulu, Tahiti and San Francisco under Molteno's command. Captain King in his command of her in the coasting trade became very popular with the traveling public. H. S. Swinton, John Neddies, Rye & Chadwick, George Charman and others figure as successive owners of the "S. S." during her coasting experience. She was finally lost at Wai-alea, Oahu, about 1857.

The Haalilio, of 75 tons, was another noted vessel of her time. She was formerly the British schooner Chinchilla, and was sold to the government by Wm. Wond, in May, 1845. Her time of arrival, or whence she came, has not been learned, but she did faithful service as a windward packet for many years, ending her days, we believe, in this port about 1860. In her palmy days the Haalilio was commanded by "Admiral John Hall," a native. This title was conferred or assumed from his having charge of the largest coaster. "For cause" he had been deposed from government service. An early resident writing of him says: "It must have been as good as a circus to see him in uniform epaulettes, Kamehameha buttons and gold lace, boarding a foreign man-of-war on its arrival, and saying: 'Me Admiral John Hall. See my ship!' pointing to the Kamehameha III., 'suppose you want clothes washed, wife do it.' It was a treat to hear him tell of his trial by court-martial, the stripping off of his epaulettes, etc., and how he expected to be hung.

There seems to have been a desire to perpetuate the memory of early high chiefs, or favorites, among names given the coasting vessels, for we find certain ones continually cropping up or re-appearing on a craft of different rig or dimensions. This has caused us no little care to guard against confusion or error, as for instance, reference has already been made to the brig Keoni Ana, William Paty owner. In the Custom House register a schooner of this name, of 106 tons, stands No. 1, with the same party as owner; doubtless the same vessel with change of rig. No. 206 is a schooner of 78½ tons, of the same name, formerly the American schooner James Franklin, built at Baltimore, and sold by M. and A. Kinkaid to C. A. Taler. This vessel changes later to the Mexican flag and trade, with name changed to La Union, but returns here and takes the name of Esquimaux in December, 1853. Some years later she went foreign again, and in June, 1862, her register was returned from San Francisco. No. 245, the name Keoni Ana appears again for a 25 tons schooner of which Reuben Taber is registered owner in October, 1854, formerly the American schooner Young Eli. This vessel changed to native hands and ran for a long period on the Kauai route, and was finally lost off Mahanui, Kauai, by sinking in deep water.

THE BASILISK.

We must retrace our narrative again to note the arrival of H. B. M. Ketch Basilisk, Captain Hunt, in the latter part of 1843, from Valparaiso. She made a trip to San Blas and back, then left for Britain's Island. She returned to this port August 24, 1844, and was condemned and sold. Jas. Robinson & Co. bought and rebuilt her, and in 1847 sold her to H. Sea, who registers her as the herm. brig Wilhelmine, of 156 tons. Captain Jas. Makee purchased her in January, 1848, and in December of the following year sold her to Theo. Metcalf and Thos. King for \$5,500. Other vessels of Captain Thos. King's interest were the schooners Rialto, of 79 tons, built at Essex, Maine, which arrived here in 1849 and did good service on various inter-island routes, occasionally taking a coast trip, till in February, 1857, she was lost at Koloa, Kauai, while loading for San Francisco; also the Privateer, a small vessel of 63 tons, with painted ports, brought here from Hongkong in July, 1849, but built at Naitino, East Indies, in 1840. In 1850 we find the schooner Juno of 129½ tons registered in the names of Thos. King and Theo. Metcalf, a vessel originally built at Gighton, Mass., in 1830 and rebuilt at Sippican in 1847. Captain King subsequently owned the schooners Maria and Odd Fellow, and held interests in others.

CAPTAIN HOBSON AND HIS VESSELS.

During the California "gold fever" period, 1849-50, there was a thriving trade carried on between San Francisco and both Honolulu and Lahaina for island produce, and the best of the coasters were put in service. It is at this time that we first find reference to the schooner Maria and her Captain, the late T. H. Hobron, by her arrival at Lahaina, from San Francisco, June 7, 1850. She made several trips back and forth, still under American colors, occasionally making pop visits to Honolulu, till January 14, 1851, she registered as a Hawaiian vessel. She was Baltimore built, of 33½ tons, and with her Captain became a great favorite with the traveling public in her career as a regular Lahaina packet. Sometime after the arrival of Capt. Hobron's new schooner Ka Mol (Sovereign) the Maria sailed foreign again under the American flag, G. W. Mavy being named as owner. In 1855 she is back again under the ownership of King and Louzada. Shortly afterwards Captain King becomes the sole owner. This vessel was subsequently lost at Ebon in February, 1853, at which time J. C. King, F. Molteno and S. Savidge were the registered owners. From her wreck a small schooner of 27 tons was built, which arrived and registered here under the name, with Hoffschlaeger and Stapenhorst, owners, but she was short lived. A smaller schooner of the same name, of but 10 tons is of record in 1846, and another again in 1868, which we will deal with later.

Captain Hobron, from his experience with the Maria, had the schooner Sovereign, of 126 tons, built at New London, Conn., expressly for the island trade in 1853. She arrived out here April 10, 1854, under command of Captain Godbee, 120 days passage. She was immediately put into the Maui trade under her native name Ka Mol, and with her companion, the Mol Keiki, two years later (formerly the American pilot boat Favorite of San Francisco), of 35½ tons, served as regular packets between Honolulu and Lahaina and Kihuli for many years. While the Ka Mol and Mol Keiki were establishing themselves in the Maui trade, Captain Hobron bought the American schooner Excel, of 81½ tons, built at Stonington, Conn., and put her in the

Kauai trade under the name of Mol Wahine, though we find her occasionally in service to windward. Captain Hobron sold or exchanged the Mol Wahine with L. Haalelea, for the Grove Ranch property, on Maui, of some 2,500 acres. R. B. Armstrong and L. Severance were subsequent owners, and they in turn were succeeded by John Meek, S. C. Allen and O. Harris & J. Dawson. She was finally lost at sea in 1868, en route for Wake's Island. Shortly after the Ka Mol's arrival, in 1854, Captain Hobron took about 40 shipwrecked passengers to San Francisco, making the passage in 13 days. Returning here she was continued in the coasting trade on the route as already stated until her loss at Kaunakakai, Molokai, under charge of Captain West in 1873, and in the wrecking of her a few months later, the Mol Keiki shared the same fate. Of Captain Hobron's other marine ventures we will treat later.

THE WARWICKS AND THEIR FATE.
In July, 1850, we find the schooner Warwick of 18½ tons registered to N. F. Sayre & S. G. Harzard. This little vessel was imported in the ship Eliza Warwick the month previous. Captain Hobron bought her in 1851 and employed her in the Maui and Molokai trade. She was sold in 1856 to J. F. Colburn, then to J. H. Cole, E. Jones, Minister of Interior and J. I. Dowsett, successively till 1867, when on September 7th, she went ashore on S. W. point of Kauai. Another schooner took her name and Molokai route immediately, for in 1868 the following account of a trip of the Warwick is given: "Left Honolulu for Molokai with Rev. A. O. Forbes as the only foreign passenger on board; neared the bluff of Kapalokahole the same day; here the wind died away and during the night the vessel drifted out of sight of land. Drifted thus for three days, food and water getting low, when we fell in with the bark Mauna Loa, with lumber for this port, who aided us and directed us on our course." An almost similar experience befell the same vessel the following year, leaving this port February 5th, and returning "from sea" on the 11th. A namesake was built by Messrs. D. & T. R. Foster shortly after this for Captain Jacob Brown of the Pele, who continued her as the regular Molokai packet till, leaving Honolulu in January, 1882, for her regular port of Kalaupapa, she was never afterward heard from.

THE NAHIENAENA'S.

In February of 1851 was registered the schooner Nahienaena, of 42½ tons, to Wm. Ellis. This vessel was built at Pittwater, Van Dieman's Land in 1840, and arrived here under the name of Victoria. Her coasting experience was brief, for she was lost at Kauai the same year. Shortly afterward, October, 1851, the American schooner Dart, of 148 tons, is registered as the Harriet Nahienaena, to Kamehameha III. Under command of Captain A. P. Brickwood she was fitted as a royal yacht, of topsail schooner rig, and mounted several guns. She is referred to as a fine model and presenting a commendable appearance. She was sent to Sydney via Tahiti for sale, October 2, 1852, in charge of M. M. Webster, who returned her charter May 17, 1853. Webster on his return opened and for several years conducted the Commercial Livestock Stables. In 1864, the name of Nahienaena again appears, when Kamehameha V. bought the Oldenburg brigantine Hans, of 197 tons, and registered her under the Hawaiian flag. She was termed the King's yacht, and is not remembered for handsomeness of model, or elegance of fittings; still, she served as a royal plaything under the command of "Admiral" Abe Russell for a short time. F. S. Pratt, and the late T. R. Foster were successive owners, her name being changed to the Blossom. She was subsequently broken up in this port.

THE KINOOLE AND HER OWNERS.

THE KINOOLE AND HER OWNERS.
November 23, 1850, the schooner San Francisco the Auckland, N. Z., built topsail schooner Post Boy, of 44 tons. Before the close of the month she was sold to a native known as Philip Nation who registered and ran her for a time under her foreign name. In the following year B. Pitman becomes the owner and changes the name to Kinoole. She plied as a windward packet on various routes, with occasional trips to Kauai, and for her years in service could boast of more owners than generally falls to the average craft; for besides the two above mentioned, there was R. Robinson & J. A. Simmons in 1852, Jas. Dawson and Panlani in 1853, D. Fredison and T. E. Cook & P. H. Treadway in 1856. A. K. Clark & O. H. Gullick in 1858, and later to E. W. Clark & S. L. Austin. She was finally wrecked on Nihaui, August 24, 1860.

THE PAUHAHIS AND ILL-FATED KAMAMALU.

May 6, 1850, the British schooner Wanderer, of 42 tons, arrived here from Tahiti, and was purchased by M. Kekuanana who registered her under the name of Pauahi. This also was a New Zealand built vessel. March 31, 1851, her name is changed to the W. P. Lelelo-hoku, but on the 4th of October of the same year she was lost in the channel between Oahu and Kauai. January, 1851, Kekuanana registers another Pauahi, formerly the British schooner Chas. Willson, of 63 tons, built at Whampoa, China. In the summer of 1854 she was hauled up by Messrs. Emmes & Johnson, shipwrights, and repaired and enlarged to 74 tons. On launching she was named by John H. the Kamamalu, and under his agency served as a regular windward packet till her loss in 1857. She left this port under native command for Hilo, March 13, touching at Lahaina en route, a full cargo and some 70 souls on board. She arrived at Lahaina all right and discharged some, and took in other freight and passengers and proceeded on her course, but after passing out into the Hawaii channel she was never more seen, nor any fragment of her wreck. She is supposed to have capsized in a squall and sunk probably with all hands below.

THE LIHOLIHO.

Early in the "fifties" the schooner Liholiho was the crack Hilo packet, touching regularly at Lahaina en route, as in fact did all the windward packets of those days. This vessel was formerly the American schooner B. F. Allen, then changed to the British schooner Matchless. S. H. Halsey originally entered her for the coasting trade, but sold her in February, 1860, to T. H. Hobron; he to C. C. Harris & Warren Goodale in April of the same year. In 1868 C. C. Harris becomes sole owner. November, 1869, Ahoyoung obtains an interest, and January 5, 1870, they close out to A. M. Goddard. The Liholiho was the largest coaster of the fleet, being of 149 tons, and proved a profitable carrier in the palmy days when "pulu" was king, in the hands of L. Swain, Abel Harris and J. C. King.

(Continued on Page 5.)

Shirts

AN OPPORTUNITY FOR SOME MEN..



The brisk selling of the past few weeks has played such havoc with our lines of sizes in

**NEGLIGEE
SHIRTS**

that we have decided this week to offer you the entire lot at—

50c. each

These are not inferior Shirts—not one of them. They are of fine Madras, solid colors, full size, and perfect fit.

Look closely after the little things that a good Shirt always has, not one is missing. What are they worth? If we said that they cost us double what we now offer them at you would think we were romancing—so we say ALMOST double. They really average us \$10.00 a dozen.

But no matter—if you can find your size you are the gainer. We don't promise that you will, but remember the sooner you (or your wife) can come in the better the chance.

**"Silver" Brand
Collars and Cuffs**

WHITNEY & MARSH, Ltd.

Fresh Cereals

COOK'S FLAKE RICE [something good; needs no cooking]

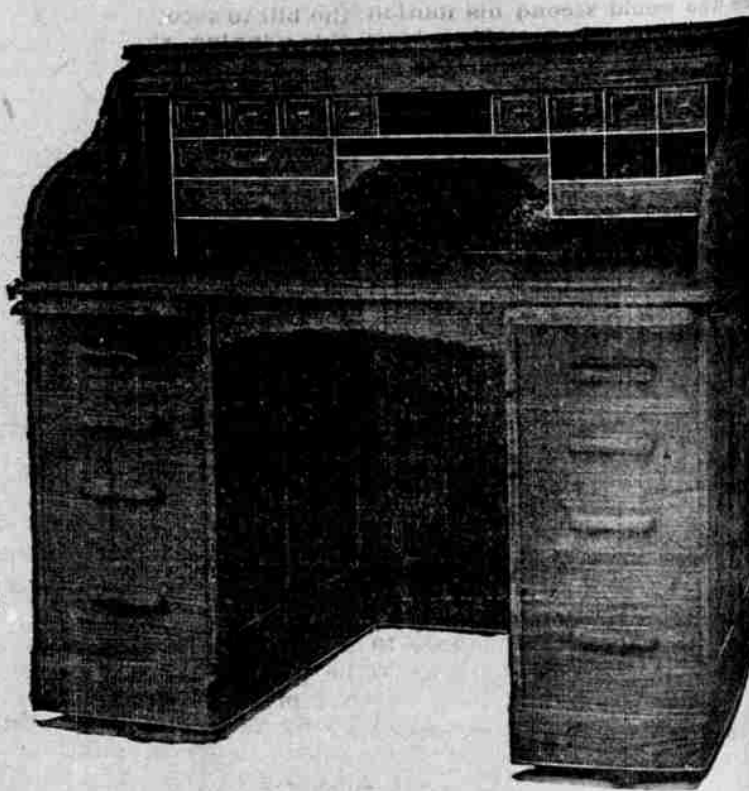
MORNING MEAL, ROLLED OATS,
PETTIJOHN'S BREAKFAST GEM,
CREAM OF WHEAT,
MALTED BREAKFAST FOOD, ETC., ETC.

SALTER & WAITY,

Orpheum Block Grocers. Fort Street

The Famous Gunn Desks AND SECTIONAL BOOKCASES.

We have the Best Assorted Stock on the Islands and are the Only agents of the Famous Gunn Desk Company in this Territory. Our Stock Comprises the Best Desks made to the very Cheapest and we Guarantee them all as



THE BEST IN THE WORLD!

Also Letter Files, a new style that we offer at a Low Figure. Give us a call and let us show you our goods.

Freight Paid on Bookcases to any Landing on the Islands

The Coyne Furniture Company, Ltd.
Progress Block. Honolulu, H. T.

NEW GOODS

Just Received from the Coast a Fresh Stock of GENTLEMEN'S NECKWEAR, BELTS, AND SOCKS.

Golf Shirts, new line, all colors.....50c.

K. Isoshima,

King Street, above Bethel.